



The Hongkong Telegraph

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REUTER'S TELEGRAMS.

THE COAL-STRIKE THREAT.

TRIPLE ALLIANCE DELEGATES CONFER WITH PREMIER.

MR. LLOYD GEORGE MAKES A NEW PROPOSAL.

London, September 22. The fateful meeting of the Triple Alliance, attended by about 500 delegates, met in London to-day to discuss the threatened coal strike, and late in the afternoon an official statement was issued to the effect that the Congress had decided to send a deputation to Mr. Lloyd George to urge acceptance by the Government of the miners' claims.

The Congress remains in session in order to receive the report of the result of the conference. Mr. Lloyd George has agreed to meet the deputation.

THE CONFERENCE WITH THE PREMIER.

Later. The Triple Alliance deputation had a three and a half hours' conference with Mr. Lloyd George in the hope of composing the coal dispute.

Nothing was settled, but apparently the proceedings were not abortive, as the deputation arranged to report to their Congress to-morrow. The feeling of the latter will most probably influence the deputation at the subsequent likely meeting with Mr. Lloyd George.

Large crowds stood outside Downing Street until the termination of to-night's conference at 9 o'clock in chilly weather, awaiting the first news of what happened within the doors.

The Triple Alliance deputation attending Downing Street included the Miners' Executive: Mr. Thomas Cramp, M.P., on behalf of the railwaymen; and Mr. Williams and Mr. Gosling on behalf of the transport workers. The Prime Minister was accompanied by Sir Robert Horne, Sir Eric Geddes and Sir David Shackleton.

The official report shows that the representatives of the railwaymen and transport workers warmly supported the miners' wages claim. Mr. Lloyd George insisted that if the miners persisted in their demand for increased wages, that demand must be submitted to a tribunal whose impartiality the miners could not challenge, but he proposed as an alternative to this demand, that the miners and mine owners should meet and agree on a scheme which would make the increase of wages dependent on an increase in output, a suggested level of output to be fixed and all output above this level to involve extra remuneration. This level might even be fixed below the present output, thus assuring a certain increase in wages immediately. The Government were prepared to make this concession in view of the advantage to the country of securing a relation between wages and output.

Mr. Lloyd George urged the miners to suspend the strike notices for a week or a fortnight while they examined with the mineowners the feasibility of the plan.

The miners still urged an immediate deliberate advance of 2s., but a subsequent conference deliberated privately on the new situation created.

WHAT A STRIKE MAY MEAN.

London, September 22. In a letter to the Coalition candidate at the 11th bye-election, Mr. Lloyd George enumerates the substantial benefits which British democracy had won during the past twenty years by constitutional means in a land than which there is no freer under the sun. He declares that the solid attainment of a generation will be lost in one night if the Labourite extremists get their way. He refers to conditions in Russia, where Sovietism has reduced the people to a state forcibly reminding of the Dark Ages. Whatever freedom the workers there enjoyed under the old despotism has been completely taken away by the new tyranny.

RUSSIA AND POLAND.

London, September 22. A telegram from Riga, dated yesterday, says that the Polish-Russian Peace Conference has begun sitting and the delegations' powers have been verified. Polish circles are disposed to believe that the Soviet is now earnest as regards peace.

MORE POLISH SUCCESSES.

London, September 22. While the Bolsheviks report a big Polish offensive in the region of Grodno, the Poles claim to have captured Rovno, where a Bolshevik cavalry regiment surrendered. The Poles have taken 1,000 prisoners north of Prypech.

CANADA AND THE EAST.

According to the Times Toronto correspondent, the head office of the Canadian National Railways announces a joint arrangement between the Canadian Government Merchant Marine, the Canadian National Railways and the British India Steam Navigation Company under which the Canadian Government Merchant Marine and the British India Company will each have an equal number of the latest type of steel cargo steamers in joint service between Eastern Canadian ports and India, the Straits Settlements and Java.

UNDER SECRETARY FOR INDIA.

Lord Lytton has been appointed Under Secretary of State for India, in succession to Lord Sinha, who was recently appointed Secretary of State for India.

REUTER'S TELEGRAMS.

FRENCH PRESIDENT'S RESIGNATION.

M. MILLERAND WARMLY SUPPORTED.

Paris, September 21. At to-day's sittings of the Senate and Chamber of Deputies, M. Deschanel's message was read expressing deep regret at being compelled, owing to ill-health, to resign the Presidential office which at the present juncture requires unflinching energy and activity. The Presidents of the two assemblies eulogized the ex-President's patriotism, saying he would have the regrets and sympathies of the whole country. Preparations for the coming National Congress are being pushed actively forward at Versailles Palace. —Havas.

OPPOSITION FROM THE LEFT.

Paris, September 22. Alarmed, apparently, at M. Millerand's suggestion that the President of the Republic should have more extensive powers, the parties of the Left have resolved to oppose M. Millerand's election and have decided to vote at to-day's preparatory ballot for M. Peret, President of the Chamber, or M. Bourgeois, President of the Senate, despite the fact that both have refused to stand as candidates.

RESULT OF A TEST VOTE.

Paris, September 22. A test vote for the new President resulted in M. Millerand obtaining 528 votes, M. Peret, President of the Chamber, received 157 votes, and M. Bourgeois, President of the Senate, 113 votes.

The test vote was taken at a Plenary Session of Senators and Deputies convened to nominate a candidate. The voting was unofficial but was accepted as a real test of strength. M. Millerand was the only official candidate.

DEVELOPING THE EMPIRE.

A COMPREHENSIVE RESOLUTION.

Toronto, September 22. The Congress of Chambers of Commerce in the British Empire has passed a resolution urging Overseas representation on the Imperial Shipping Committee: the taking of all practicable measures to develop the resources of the Empire, especially cotton-growing; and also urging the necessity of a network of high-power wireless stations throughout the Empire, favouring preference, and the establishment of an Imperial Air Fleet and an all-red aircraft route round the Empire.

U.S. SOCIALISTS.

AGAIN EXPELLED FROM LEGISLATURE.

Albany, September 22. Three out of the five Socialists who were expelled from the New York State Legislature on charges of disloyalty, and who were recently re-elected, have again been expelled. The remaining two have resigned.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

TRENGGANU'S ANNUAL REPORT.

Singapore, September 23. The annual report on Trengganu notes that a new Treaty has been signed changing the British Agent to British Adviser similar to the other Protected States, and the change is working smoothly.

THE RUBBER SLUMP.

Singapore, September 23. There has been a further slump in rubber, sheet rubber being quoted at from 48 to 52½ cents.

EARLIER TELEGRAMS.

THE FRENCH PRESIDENCY.

Paris, Sept. 22. It is announced that M. Millerand has accepted nomination for the Presidency in succession to M. Deschanel.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, September 22. Li Yuan-hung has strongly refused the request conveyed by a representative from Tang Chi-yao to be the Provisional President in Chungking.

The Government is considering whether to comply with the request made by the Naval Authority to make Ma Kong in Foochow a naval base.

It has been decided by the members of all the communities that the famine relief work of the Relief Bureau which is organized by the people shall not be carried out by officials.

In reply to the State Department, Li Hui-shi has declared that Chaochow was returned to Fukien on condition that no officials were changed, and the revenues will be used for Chaochow's military expenses. At this the Department is very dissatisfied.

Most of the communities here have refused to accept the representatives from the Canton Government who arrived several days ago.

CINEMAS FINED.

FREE SEATS FOR POSTER RIGHTS.

The Hongkong Cinema was summoned at the instance of Sgt. Clarke, before Mr. Dyer Ball this morning, with displaying posters on Government property.

Mr. H. W. Ray, manager of the Coronet Theatre, who appeared as the defendant in a similar summons against his Theatre, asked his Worship that the two cases might be taken together as they arose from identical circumstances. About two-and-a-half years ago, Mr. Ray went on to say, when he was manager of the Victoria Theatre, they had arrangements with Mr. Buyers of the Peak Tramway Company to put up posters on that same position, abutting the Peak Tramway terminus.

At the time the Victoria was closed, the poster was still there. On several occasions the Police complained to him of the displaying of posters on Government property but no reference was made to the poster displayed at the Tramway terminus, it being understood that no objection was raised in that regard.

When he opened the Coronet, he saw Mr. Buyers and again secured permission from him to put up the Coronet posters at that spot, in consideration of Mr. Buyers and another man in the Tramway Company being permitted to come to the Coronet free. So that it was a case of *quid pro quo*.

Sgt. Clarke said that Mr. Buyers had no right to give permission to Mr. Ray to display posters on Government property.

Mr. Ray said this is a very important thing for us, because it is the only place where we can put up posters there at all. It is a right on the Tramway station. Something of the same nature happened in London a few years ago when the Underground Railway collected rates for all those advertisements that were put on the walls adjoining the railway.

Sgt. Clarke said that in the position in which the poster was displayed it could be viewed only from Garden Road but not from the trams. It was under the orders of the Captain Superintendent of Police that he took out the summons against the Coronet and Hongkong Cinemas.

His Worship remarked that it was a technical offence and in view of the C.S.P.'s action he was compelled to record a conviction and impose a small fine. He would advise Mr. Ray to see the C.S.P. and come to an understanding with him in regard to the matter.

A fine of \$1 each was then imposed on both defendants.

K.C.C. CONCERT.

A SPLENDID PROGRAMME.

To-morrow evening's promenade concert at the Kowloon Cricket Club promises to be better than anything residents have so far experienced at these growingly-popular entertainments. All that is wanted is fine weather, and it is to be hoped that the promoters and the public will not be disappointed for the second time.

The full band of the Wiltshires will be in attendance and, judging from the list of numbers given on the programme, some very popular and tuneful selections will be given. Among the local artists contributing to the programme are Mr. Brown and Master J. A. Collett, Mr. T. A. Barry (humorist), Mr. H. E. Crocker (baritone), Mr. Maurice Hambler, and Mr. Harry W. Chaney. The programme comprises no fewer than nineteen items, and a very enjoyable evening can be promised.

As usual, refreshments will be obtainable, and the concert will be a most successful one, taking into consideration the fact that the weather is so uncertain.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, August 28.

Undoubtedly the most sensational event of the week so far as Peking is concerned was the mutiny of North-Western Defence troops at Tungebow on learning that they were to be disbanded. For five hours they burned and looted, and in that time they did damage and caused loss to the extent of a million and a half dollars. The ancient city is crippled and needs assistance to recover from the misfortune which has visited it. The Government will be asked to help.

Echoes of the mutiny reached Peking very promptly. Shots were heard in the early hours of the morning and the Chihnamen (Eastern Gate) was closed to prevent the entry of the dispersed troops pursued by the Chahar and Fengtien armies. No damage was done to foreign property, but a detachment of twelve men under a sergeant was despatched from the American Marine Guard to protect the American Mission. Since then it has been discovered that some of the Chahar soldiers (General Chang Kwei-ti's) participated in the looting. This is a fresh illustration of the military danger as it exists in China and the care which must be exercised in its removal.

Pessimism prevails in Peking where it is being feared that one party has been forced out of office to give place to another which is no better. Facts can be cited to justify this gloomy outlook, but it is fair to remember that the Premier's utterances to foreign journalists yesterday convey a hopefulness that is exceedingly rare at this time in Peking. In one ministry alone the pay roll has already been swollen by ten thousand dollars per month, and so far there have been no complaints from the superfluous officials who should be dismissed under the retrenchment mandate of last week.

That the situation is not clear from the view point of Generals Chang Tso-lin and Tsoo Kun is indicated by the fact that they have not yet returned to their respective headquarters but remain in the capital watching events. Fukien has become a centre of absorbing interest. Reports of fighting in this province have reached the capital, but the Government is advised that if it does not intervene and Tsuchun Li Hon-chi remains neutral, hostilities will be localised and nothing will be permitted to affect the peace negotiations between North and South. This no doubt is intended to be comforting, but all the same there are happenings which are disquieting to the Government, which fears another Anfuite combination.

An alliance between General Tang Chi-yao and General Chen Shu-fan is apprehended. This is thought to represent an Anfu attempt to regain power and influence, and as such is viewed with no little apprehension. Premier Chin Yung-peng, however, does not yield to pessimism. His utterances to the foreign correspondents yesterday revealed a very cheery outlook. He was optimistic about everything. Even the financial problem did not seem to worry him, and that is the greatest of all these days. He believed that the disbandment of surplus troops could be carried out effectively, thereby relieving the exchequer of the great calls upon it for the maintenance of an army and a navy which is much more burdensome than useful, and that with the development of the national resources China's financial difficulties would in time disappear. His rosy outlook contrasted with the settlement of the differences between North and South. He declared that there was no outward expression of sympathy for the Anfuite combination.

Another event of importance is the arrival of the Russian delegation from the Verkhneudinsk Government, after a strenuous journey across the Gobi Desert. Mr. Gourin and his party, who were well received despite the fact that their coming is unofficial, hope to negotiate for the resumption of trade relations between China and Siberia. As the Verkhneudinsk Government plays the role of Moscow, an arrangement of this kind will mean that China cannot afford to ignore the Russian Government's attitude.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 11.15 a.m. to-day:—

Typhoon in about Long. 125 E. Lat. 14 N. moving N.
Typhoon in about Long. 135 E. Lat. 14 N. moving W.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 5½d.

THE WEATHER.

2 p.m. Barometer:—29.78. Temperature:—87. Humidity:—62.

DON'T FORGET.

TO-DAY.

Theatre Royal—Bandman Company present "Billeted"—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Douglas S.S. Co.—Shareholders' meeting—noon.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

produced a *modus vivendi* which would be announced as soon as the method of proclaiming it was agreed upon. The news was surprising, and it is to be hoped that no hitch will occur to mar the pleasant denouement which His Excellency anticipates. He admitted that Yunnan had yet to be satisfied, but explained that even that would not delay the proclamation, it being confidently expected that Yunnan could be negotiated with and brought into the re-united nation.

Whatever the *modus vivendi* may be, it has obviously coloured his views with regard to the calling of a people's assembly. His Excellency is not enamoured of a national convention, though hesitating to condemn it in so many words. His theory is that if a national convention can be properly convoked the same machinery should be used to elect a parliament that would be representative of the people. The argument is sound.

General Chin Yung-peng, though deploring that he is a military man with no experience of civil affairs, has established a precedent which should have far reaching results. As already mentioned, he talked to foreign journalists yesterday and outlined his policy. That is an historic event and ought to pave the way for similar courtesies being extended to the native press. In this respect he has shown an inclination to march with the times and it is not too much to hope that the liberality and advanced thought which he has evinced will be reflected in his administration, including General Chang Tso-lin and General Tsoo Kun to display an equal broad-mindedness and patriotism, sinking self in the larger interests of the nation.

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NOTICES

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SAFETY



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"HONGKONG EMPORIUM."

AN OLD TALE RETOLD.

PREMIER AND LIBERAL
SPLIT.

In what is described as "a friendly talk to Coalition Liberals," Mr. Lloyd George, at a luncheon in the Savoy Hotel, London, recently thanked them for their loyalty to the Government during the session. The greater part of his speech was devoted to the oft-repeated contention that in the interests of this country, both at home and abroad the continuance of the Coalition Government was necessary. Further, he analysed the result of recent bye-elections, and said that since the Government had been in office there had been 17 bye-elections, of which the Government had won 11, Labour five, and the Independent Liberals one. The Premier denied that there was any difference of principle between Mr. Asquith and himself, and protested against the raising of any personal issues at a critical stage in the history of the country and of the world. His Government would stand or fall by self-government to Ireland.

THE VERDICT OF HISTORY.

Mr. Lloyd George, replying to the toast of his health, proposed by Major-General Seely, said that all that was happening now proved how completely they were justified in not committing themselves to premature party strife. In spite of all the temptations which came from old traditions, old associations, old affection, and old friendships, you were wise in resisting them all and subordinating everything to the great common good. (Cheers.) History will justify the action we took, and the mere fact that there should be a considerable number of men in this country, quite independent men—some in the Conservative Party and some in the Liberal Party—who think this is the occasion to renew party strife, shows what effect an old habit has upon the human mind: There is no other defence, excuse, or explanation for such an attitude. The people have displayed more common sense, and their instinct, as it has done many a time, has saved the nation. In spite of all this unnerving din and clatter, the people have remained steady and calm. (Cheers.) They have kept their heads. They have understood that unity is still essential to liberty and to national security.

THE BYE-ELECTION RECORD.

I have been looking at the bye-elections for the last six months, and there is no greater tribute to national steadiness than these elections. You have had 17 elections. The Government came in with a great tidal wave. We had a majority which is unparalleled. No one expected that you could have kept it intact. Whenever there is any depression, discontent, irritation, or natural disappointment that things have not come right it always sells against a Government. See what has happened in these 17 elections. Out of the 17 elections the Coalition won 11—(hear, hear)—Labour won five, and the Independent Liberals got one.

That is a very significant record. What does it mean? Only one election won out of 15 by the group that claimed to be the sole inheritors of Liberalism. (Hear, hear.) Does that mean that the people have turned their backs upon Liberalism? What it really means is that the people in their hearts know this is a futile way of advancing Liberal principles, and that, as a matter of fact, it is putting Liberal principles back. (Cheers.)

These figures are worth analysing. Out of these elections the Independent Liberals had no candidate in seven seats, and they were Liberal seats. In the old days they were seats that would have been regarded as fairly safe Liberal seats, and yet they felt that the contest was so hopeless that they could not secure a candidate in seven of them.

NO DIFFERENCE OF PRINCIPLE.

When you come to the difference between the Independent Liberals and ourselves on the living issues of the moment where is the division of principle? (Cheers.) I will go through them. Take economy. What is the difference of principle there? They may claim that they could do it more efficiently. (A voice—"Never.") That is a question of personality and perhaps of method. Take Poland. You heard the debate the other day. In the careful statement made by Mr. Asquith he laid down no principle which I had not already laid down in the statement I made. With reference to his opinion with regard to the origin of the war and his opin-

ions with regard to the method of dealing with the situation I cannot recall a single point of vital difference between his policy and mine. (Hear, hear.) Take Mesopotamia. The only difference in Mesopotamia is that Mr. Asquith said he would abandon everything except Basra, and we are advised that that would not save us any expenditure at all. If he had said "Clear out altogether," then that is raising a big issue; but as to whether you are to stick in Basra or to stick in Bagdad there is no great question of principle involved.

MR. ASQUITH'S IRISH POLICY.

Take the issue of Ireland. Now what is the difference there? As for the abandonment of that Bill, who is proposing it? We propose to go through with our measure of self-government and to stand or fall by self-government for Ireland. (Cheers.) But I am told the difference is between our Bill and Dominion Home Rule. Who proposes Dominion Home Rule? Mr. Asquith does not propose Dominion Home Rule. Dominion Home Rule involves control of the Army and Navy being handed over to Ireland. Mr. Asquith does not propose that. Dominion Home Rule would involve handing over the control of the western ports exclusively to a Sinn Féin Parliament. Mr. Asquith does not propose that. At least I asked him the other day whether he did, and he certainly did not answer either in the affirmative or the negative; but at any rate he has not proposed it. Dominion Home Rule in the full sense of the term would involve the whole of Ireland being under the complete control of a Parliament in Dublin. Mr. Asquith does not propose that. He is just as pledged as we are not to coerce Ulster. (Hear, hear.) Now what is the difference there? It is not a difference between our Bill and Dominion Home Rule; it is a question of whether you are going to give a few more powers to the Parliaments which we propose to set up. That is not a question of principle. What I want to impress upon you is this: You are justified if there are grave questions of principle in taking great and grave risks even to divide a nation; you are not justified on questions of method. Those are things which could have been argued with greater force and with greater practical effect if those gentlemen were inside and were co-operating. (Cheers.)

COOL HEAD AND STOUT HEART.

Government is a practical problem of everyday decision and action. What could you have done in 1918? The Unionist Party has co-operated locally, but what would have happened if you had said to them: "Outside gentlemen, we don't want you." A natural resentment would have been created an indignation, a feeling of being badly treated, of being insulted—a feeling that they had been treated as men to whom you could not entrust the interests of their own country for which so many of them had made such great sacrifices during the war. It would have been fully, it would have been a mistake of the worst character, and I say with confidence that if Mr. Asquith had been in my place he would have done exactly what I did. That is our justification. We have carried through an immense programme of progressive, advanced, democratic legislation. No Ministry this country has ever seen has such a bound volume of democratic legislation to its credit as the one which you have helped to get through its task. There are crazy men everywhere; they are not all Bolsheviks, and they are not all in Russia; and the reasonable men must form a buffer state between these two extreme crazes to prevent their bringing the world to destruction. Let us resolve not to hand over the reins of the world to the crazy ones. That is why the Coalition stands for the central position. With your help we have been able to disregard both and to pursue what I regard as a sane, consistent, moderate, sagacious policy, which, I believe, will bring peace, contentment, and prosperity to a suffering world. All we need is this: Let us keep a cool head and a stout heart. (Prolonged cheers.)

FOUR MOTORS COLLIDE.

No fewer than three motor-cars and a motor-cycle were involved in a collision on the London-road, near Minkstone, recently. George Shaw, a London man, was killed, and another man, named Percy Godfrey, of Putney, was seriously injured.

OUR DUTY TO EUROPE.

THE BASIS OF REAL
PEACE.

The Rt. Hon. J. R. Clynes, M.P. writes in a Home paper as follows: The unsettledness of the war have been even greater than the great questions which it settled. The foolish ambitions of rulers, a search for world dominion, and the autocratic authority of militarist groups in various countries are questions which have been decided by great feats of arms. But the economic and social problems thrown up by the great upheaval of the war are with us in large numbers, and become not less, but more intense and difficult as time goes by. The pressing demands of millions in many lands for clothing, food, accommodation, and a plentiful supply of household needs are still unsatisfied to an extent unknown for several generations. Prices are high because of the extreme shortage of these everyday needs. This shortage is due to the disturbed and broken condition of all the system of wealth production in the countries which have suffered from the war. No one country can isolate itself or selfishly provide itself with its own necessities. Trade is a world affair, and production of food and other things a matter of common activity and commerce. Our prosperity depends upon the prosperity of our neighbours, and no group of countries can either expect or maintain a state of well-being if its neighbours are impoverished. We cannot enrich ourselves if others remain poor. The welfare of one country depends upon corresponding welfare elsewhere.

CHARITY A FAILURE.

International trade to-day is almost impossible, with several nations in a state of hunger and distracted by internal conflicts and disturbances, and the more fortunate countries cannot by gifts or by organised assistance do much to relieve the more distressed people. Those people can help themselves better than others can help them. Those people can be rescued and re-established only in the degree that they can undertake the tasks of production and the conduct of trade and business within their own borders.

Charity at best can only give temporary relief. It cannot permanently redeem any country. Redemption can come only by production and through co-operation with us. Co-operation can be made possible by conference and understanding. Credits and mutual trusts can be restored and maintained by a return to that condition of international relations which existed before the war. One of the best-informed officials of the State who has travelled much in Europe since the close of the war says that the future of Europe east of the Rhine depends upon immediate action on the following points: Restoration of peace, credits, transport, coal, and economic solidarity.

EVILS OF A SHORTAGE.

Now economic solidarity is everything, and those of us who live and work far away from the Rhine need not think only of conditions in Germany when we are asked to produce more commodities by the labour expended in Britain or other Allied countries. We in this country feel the shortage of clothing, household necessities, the high price of food, and the shortage of houses, and we can only overcome these difficulties by greater production.

Somebody may benefit by that production who does not do his share of work, but that somebody benefits more even now. The very condition of shortage is a cause of high prices, and of ever higher profits than would prevail if commodities were abundant. Reduced production does not hit the idler or lessen the gains of the capitalist or profiteer. They have made more profits while things have been scarce than they would have made if increased output had placed more things on the market.

Our productive capacity, therefore, should be used to the full, regardless of whether a few non-producers might gain from it, and in order to meet the crying needs of the great masses of the people who are suffering because of the terrible after-effects of the war. Regularity of work, the use of the best appliances and machinery, can confer enormous benefits upon great communities even without individual workers having to work harder. The great thing is to agree in spirit and principle on what is required, so that, given the will, the way, as usual, will be found.

NOTICES

NOTICE

FRESH ARRIVALS

FRANCE.

Choucroute with Sausage	in tins 35cts. & 70cts.
Choucroute naturel	" " 20cts. & 35cts.
Cassoulet, Meat and Beans	per tin 40cts.
Grand Marnier, Cordon Rouge	per qrt. \$5.00
" " " "	per pint. \$2.75

also

Cherry Brandy, Menthe Monopole, Kummel in pint and quart bottles.

French Plums in 1 lb. bots \$1.30 2 lb. bots \$2.50

ENGLAND.

Galantines of Chicken and Ham, etc.	per tin	80cts.
Camp Pies	" "	80cts.
Licensed Victualers Pickles	1/2 pint. bots	45cts.
" "	pint	75cts.
Soft Herring Roes in glasses	per glass	40cts.
Bath Oliver Biscuits	" tin	\$1.00
Potted Meats and Fish	per glass	30cts.
English Cheddar Cheese	" lb.	90cts.
Finan Haddies	" "	50cts.
Selected Kippers	" "	40cts.
Yarmouth Bloaters	" "	40cts.
Smoked Fillet Cod	" "	60cts.
Fresh Scotch Salmon	" "	\$2.00

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HOUSING PROBLEM

is the question of FURNISHING. It is just as perplexing, just as difficult, this question of furnishing your home tastefully and gracefully at the lowest possible cost. Consult us. We shall be glad to service to help you. We also GUARANTEE to give living satisfaction.

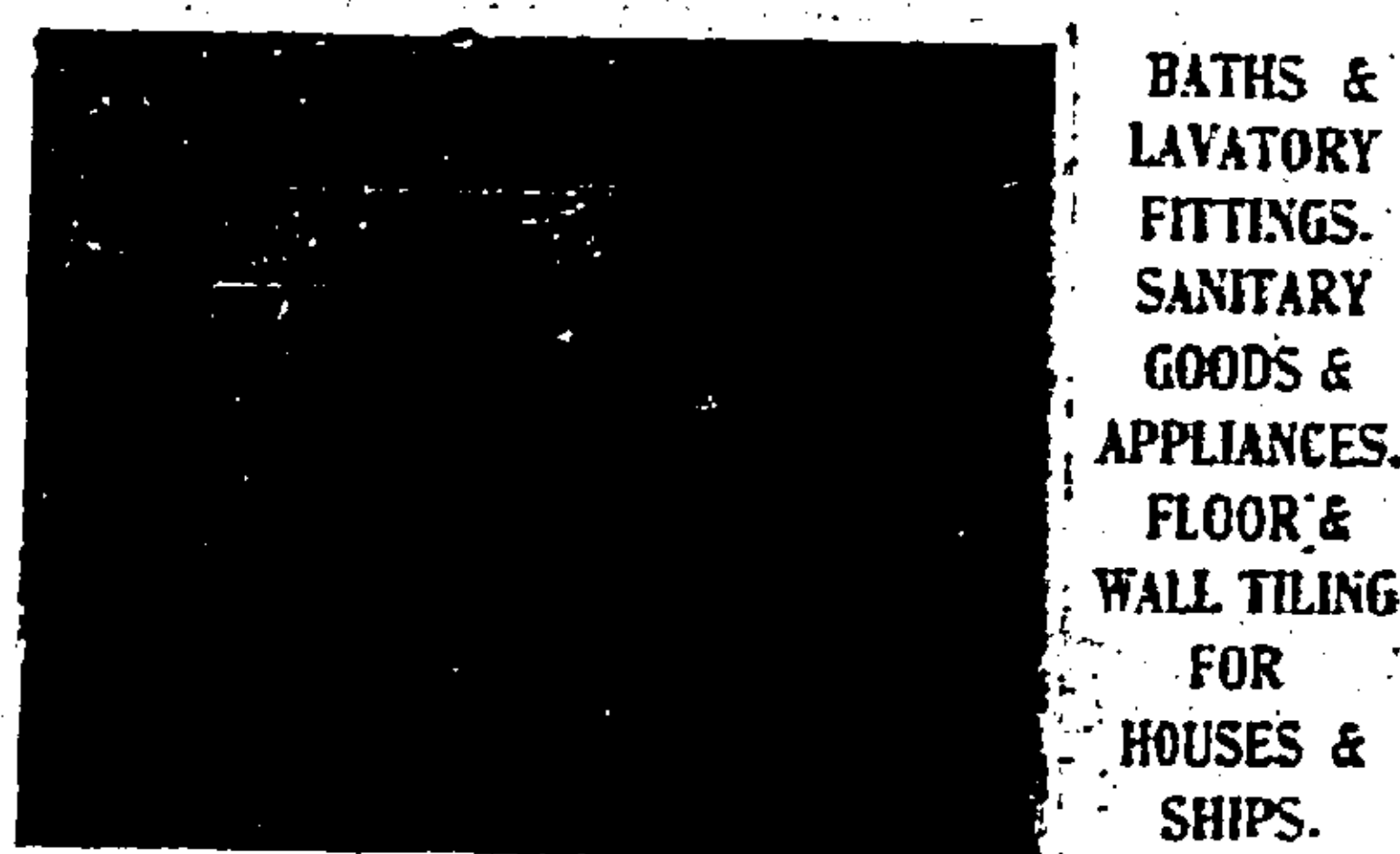
HOP CHEONG

Complete Home Furnishers.

Manufacturers & Exporters of High Grade Furniture.

Telephone No. 651.

55, Queen's Road Central.



BATHS &
LAVATORY
FITTINGS.
SANITARY
GOODS &
APPLIANCES.
FLOOR &
WALL TILING
FOR
HOUSES &
SHIPS.

C. E. WARREN & CO., LTD.

30 & 32, Des Voeux Road Central.

FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF
IN SIZEGIGANTIC
IN CAPACITY

Two working parts only.

Entirely British.

Stock Carried.

SOLE AGENTS

UNION ENGINEERING CO., LTD.

York Building.

Canton Road.

BERLIN'S GAMBLING MANIA.

FEVER REACHES ITS HEIGHT.

Monte Carlo and Berlin have become almost interchangeable terms lately, says the Berlin correspondent of the Observer. A certain steady increase of gambling in the country has been noticeable ever since the war first started, but the fever has reached heights these last few weeks that keep the police fully occupied night after night, watching sedate houses in the quietest streets of the West End where scandals were formerly a thing unknown. Behind closely-drawn blinds sums change hands that are the result of much profiteering, and an earnest endeavour to circumvent the new income-tax authorities. High stakes are forbidden in the Kursaal of the seaside towns along the coast of the North Sea and the Baltic, so the genuine gambler has stopped at home this summer. One enthusiast who chartered a steamer a little way off the coast and started a baccarat club upon it on the plea that the law of the land could not be applied to the sea has been frustrated by the Government confiscating the entire boat. There is too great a shortage of steamers to permit of any such pleasure party. Still more enterprising was the schoolboy son who was left at home to work with a tutor during the holidays. He conceived the brilliant idea of letting the drawing-room every evening to a select gathering who were eager to be undisturbed. He had earned a very nice round sum in pocket-money before his parents returned unexpectedly and spoiled things.

Those Berliners whose circumstance permit neither drawing rooms nor elegance and evening dress have hit upon a simpler plan by means of which a week's wages may be gained or lost in ten minutes or so. There is a common in the East End of the city, intended as a playground for children. The ground is soft, so that a stick with a crook-handle may be easily stuck into it. The crook can be passed through a hinge at the back of a small flat board and upon their board many card games, both very simple and highly intricate, may be played. It is possible to see from thirty to forty such mushroom tables each surrounded by its own particular crowd on a single morning. Upon the alarm being given, the "bank" slips the folding board into his pocket, hangs the stick unconcernedly over his arm and strolls off until the police helmet had disappeared again. Strange to say, the authorities in this case are not so eager to intervene until actually forced to it by a deputation of irate and threatening wives.

It can scarcely be said that Entente Commissions are particularly beloved here. On the contrary they have a popular reputation of being partially blind and entirely deaf to their surroundings. But the gentlemen this week inquiring into the coal shortage have won golden opinions for their perspicacity and common sense. They pointed out the extravagance of a constant hot-water supply in the hotels, and the waste of lighting in all the empty building plots which are rented out at exorbitant rates to the owners of round-about, switch-backs, and cokerut-shies. Now the bath of the ordinary householder has been limited to one a week for those with warm water supply, and to apparently none at all for the possessors of gas-geyzers. Anyway, the said geyzers were plugged up by officials sent from the gas company last autumn. It seems that baths are luxuries that must be taken cold or strictly curtailed. As for the travelling showman who has become a terrible permanency now that building has practically ceased, the taxes that he can afford to pay the municipal authorities have caused these latter to turn a deaf ear to all complaints coming from what were once quite exclusive, and still continue to be expensive neighbourhoods. It would appear as though the Entente were about to prove a friend indeed.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that the Queen's Dispensary has been removed to ST. GEORGE'S BUILDINGS.

(OPPOSITE STAR FERRY).

HARPER AND CO. LTD.

NOTICE.

KOWLOON RESIDENTS' ASSOCIATION.

EXTRAORDINARY GENERAL MEETING

at the KOWLOON BRITISH SCHOOL (By kind permission of H.E. the Governor, Sir R.E. STUBBS, K.C.M.G.)

On MONDAY, October 4th, at 5.45 p.m. Kowloon Residents specially invited.

NOTICE.

KOWLOON CANTON RAILWAY

The Public is hereby notified that the Afternoon Up Express Train to Canton at present advertised to leave Kowloon at 3.00 p.m. will, on and after Thursday September 23rd and until further notice, leave at 2.15 p.m. Last Ferry 1.55 p.m.

By Order,

H. P. WINSLOW.

Kowloon, 22nd September, 1920.

MAINE ELECTIONS.

REPUBLICAN VICTORIES.

Portland, Maine, September 13.—F. H. Parkhurst, Republican, to-day was elected Governor of Maine by the largest plurality in the history of the state, over K. G. McIntyre, Democrat. Out of 652 precincts, 357 gave Parkhursts 124,966 and McIntyre 64,295. The same precincts in 1916 gave Milliken (Rep.) 74,979 and Curtis (Dem.) 62,453.

The Republicans carried all of the congressional districts by large majorities, re-electing Congressmen White, Peters and Hersey, and electing C. L. Beedy of Portland in the first district where Congressman Goodall was not a candidate for re-election. The republicans also have a commanding lead in the legislature. Women voted for the first time and a large majority of them voted the Republican ticket. SENATOR HARDING IS CONFIDENT. Marion, Ohio, September 13.—Senator Harding commenting on the Republican victory in Maine said:—

"The result in Maine is a reassurance that the people mean to return to representative government under the constitution, through agency of the Republican party. Maine leads in declaring for America unmortgaged to the old world, but ready to serve humanity as the American conscience impels."

BUTTER 5s. A POUND.

The shortage of butter and increased Continental competition for available supplies, indicate a probable rise to 5s. per pound in the price of imported butter during the winter. Continental buyers are now offering about 50s. per cwt. more than English buyers for butter in Denmark.

WISEMAN LTD.

DINNER DANCE

ON

MONDAY Sept. 27th

Dinner and Dance \$2.00

Dancing only \$1.50

D. M. GOODALL.

Manager.

NOTICE.

THE HONGKONG & WHAMPOA DOCK CO. LTD.

NOTICE IS HEREBY given that the Share Register and Transfer Books of the Company will be closed from the 1st to the 9th October 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, 2 Queen's Buildings, Hongkong on and after the 11th prox.

By Order of the Board,

JAS. W. GRAHAM.

Acting Chief Manager. Hongkong, 22nd September, 1920.

NOTICE.

KOWLOON CRICKET CLUB.

The ANNUAL GENERAL MEETING of MEMBERS will be held in the Club house on WEDNESDAY September 29th, at 5.30 p.m.

BUSINESS: To pass report & Accounts for 1919-20. Elect officers & Committee for 1920-21. General.

L. J. BLACKBURN.

Hon. Secretary. Hongkong, 21st September, 1920.

NOTICE.

By a cablegram from the Minister of the Mexican Foreign Affairs Department, I am informed that Mr. Jose Filomeno Eca de Silva former Viceconsul for Mexico, has been dismissed and ceased in his functions. The merchants and the public are notified that from this date, the attestation of said ex-viceconsul will be considered unlawful by my Government.

VICTOR GALINDO DE BOURG.

Consul for Mexico.

CONSUL RESIDENCE AND OFFICE

No. 29 Second Floor,

CAINE ROAD,

HONGKONG.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.

Opposite the University

Tel. No. 732. P.O. Box 593.

Principal

JOHN P. JONES, B.Sc., M.E. Min. The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects. Prospectus on application.

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 27th day of September, 1920, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.
1	Lot 1	1.2	12,000	1,200,000	12,000
2	Lot 2	1.2	12,000	1,200,000	12,000
3	Lot 3	1.2	12,000	1,200,000	12,000
4	Lot 4	1.2	12,000	1,200,000	12,000
5	Lot 5	1.2	12,000	1,200,000	12,000
6	Lot 6	1.2	12,000	1,200,000	12,000
7	Lot 7	1.2	12,000	1,200,000	12,000
8	Lot 8	1.2	12,000	1,200,000	12,000
9	Lot 9	1.2	12,000	1,200,000	12,000
10	Lot 10	1.2	12,000	1,200,000	12,000

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 27th day of September, 1920, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.
1	Lot 1	1.2	12,000	1,200,000	12,000
2	Lot 2	1.2	12,000	1,200,000	12,000
3	Lot 3	1.2	12,000	1,200,000	12,000
4	Lot 4	1.2	12,000	1,200,000	12,000
5	Lot 5	1.2	12,000	1,200,000	12,000
6	Lot 6	1.2	12,000	1,200,000	12,000
7	Lot 7	1.2	12,000	1,200,000	12,000
8	Lot 8	1.2	12,000	1,200,000	12,000
9	Lot 9	1.2	12,000	1,200,000	12,000
10	Lot 10	1.2	12,000	1,200,000	12,000

ANNOUNCEMENT.

Due to the increasing Number of Students in South China, the International Correspondence Schools have opened a temporary office at 11 Beaufield Arcade (Brewer and Co's. office). 293 Technical and University courses are now offered and any one wishing free information may call or write to this office. The International Correspondence Schools is the largest educational institution in the world. 9,000 students in China, 110,000 students in America and branches all over the world.

A UNIVERSAL UNIVERSITY.

NOTICE.

INDO-CHINA STEAM NAVIGATION CO. LTD.

THE THIRTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Des Voeux Road, Hongkong, on Wednesday 6th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 30th September to the 20th October both days inclusive.

By Order of the Board,

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 15th September, 1920.

THEATRE ROYAL.

Commencing SATURDAY, 18th Sept. at 9.15.

MAURICE E. BANDMAN

presents the

BANDMAN COMEDY COMPANY

In a repertoire of latest London plays.

TO-NIGHT.

"BILLETED."

SATURDAY, 25th

"LORD RICHARD IN THE PANTRY."

MONDAY, September 27—

"NOTHING BUT THE TRUTH."

TUESDAY, September 28—

"SACRED AND PROFANE LOVE."

WEDNESDAY, September 29—

"THE NAUGHTY WIFE."

THURSDAY, September 30—

"GOOD-NIGHT NURSE."

FRIDAY, October 1st—

"CAESAR'S WIFE."

Prices \$4, \$3 & \$2.

Navy and Military Half Price

BOOKING at MOUTRIE'S.

NOTICE.

"DOUGLAS STEAMSHIP CO. LTD.

The Ordinary General Meeting of the above Company will be held at the Company's Office at Noon on Saturday the 25th inst. 1920.

The Transfer Books of the Company will be closed from the 17th to 25th inst. both days inclusive.

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 9th September, 1920.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO. LTD.

The Directors of the above Company have declared an Interim Dividend of 3% (equal to 3/- per share) in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/4 per dollar.

Dividend Warrants will be obtainable on and after Thursday, 7th October, 1920, at the Company's Office.

Transfer Books of the Company will be closed from Thursday, 30th September, to Wednesday, 20th October, both days inclusive.

JARDINE MATHESON & CO. LTD.

General Managers.

Hongkong, 16th September, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 1st October 1920,

commencing at 2.30 p.m.

at their Sale Rooms, Duddell Street

A Fine Collection of Japanese Porcelain, Cloisonne Ware & Embroideries.

Comprising—Satsuma teasetts, vases, bowls, figures, plates, incense burners, silk embroidered screens, pictures, etc. etc.

On view from Thursday, the 30th September, 1920.

Catalogues will be issued.

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

NEW ADVERTISEMENTS.

NOTICE.

All those desirous of playing football for the H.K.F. Club during the coming season please send in their names to M. L. Railton, c/o Messrs. Jardine, Matheson & Co.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 25th Sept., 1920,

commencing at 11 a.m.

at their Sale Rooms, Duddell Street,

A Large Assortment of Maison Washable Distemper.

Also

A Quantity of Sundry Household Furniture and

75 cases Sardines

10 bags Rice

48 cases Horlicks Milk

49 doz Toilet Soap

36 kegs Red Oxide Paint

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

PUBLIC AUCTION.

OF

VALUABLE LEASEHOLD PROPERTY

Situate at Kowloon in the Colony of Hongkong to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99 of 1920 Original Jurisdiction Between

The Bank of Canton Limited Plaintiffs and Samuel Ebenezer Green trading as Banker & Co. Defendant

on Monday, the 27th day of September, 1920,

at 3 o'clock in the afternoon

by

MESSRS LAMBERT BROS.

Auctioneers.

at their Auction Rooms, Duddell Street, Victoria, Hongkong.

The property consists of—ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Inland Lot No. 410 together with the messuage erected thereon known as No. 15 Hankow Road, Kowloon. Term 75 years from 24th June 1892 created by a Crown Lease dated the 11th November 1892. Proportion of Annual Crown rent \$20.12. Area 3,594 Square feet.

For further particulars and conditions of sale apply to

MESSRS JOHNSON STOKES & MASTER

Prince's Building,

Ice House Street,

Solicitors for the Vendor or to

MESSRS LAMBERT BROS.

The Auctioneers.

Hongkong, 9th September, 1920.

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMBERT BROS.

Duddell Street.

FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whampoa Road, Shanghai, China, by sealed proposals to be opened at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I. in 1887. Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

WANTED.

WANTED.—Position by fully qualified (CIVIL) ENGINEER (B. Sc. Edinburgh) as assistant engineer. Willing to do field or office work. Professor's recommendation. Apply Box No. 443 c/o "Hongkong Telegraph."

WANTED.—Flat or 4-roomed house by European. Entry any time to 1st Nov. Happy Valley or Kowloon preferred. Apply box No. 444 c/o "Hongkong Telegraph."

WANTED.—Furnished flat or house at once for period of six months. Address Box 443 c/o "Hongkong Telegraph."

ENGLISH married lady in Kowloon proposes Kindergarten for small number of English children, 9.30 to 12. Box No. 441 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Land at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to—Linstead & Davis, Alexandra Buildings, Hongkong

NOTICE.

The interest and responsibility of the undersigned in the Firm of Abdoolrahim & Co. carrying on business as Civil Engineers, Architects & Surveyors at 34, Queen's Road Central, ceased on the 20th instant.

JOHN MORAES, B. Sc. Hongkong, 21st September, 1920.

I have this day established my practice as Civil Engineer, Architect and Surveyor at No. 33, Queen's Road Central (2nd floor).

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

	(Direct)
"HELENUS"	12th October London, Amsterdam & Antwerp
"KEEMUN"	21st October London, Amsterdam & Hamburg
"JASON"	31st October London, Amsterdam & Antwerp
"ELPENOR"	15th Nov. London, Rotterdam & Antwerp
"ATREUS"	23rd Nov. London, Amsterdam & Hamburg

LIVERPOOL SERVICE

	(Direct or via Continental Ports)
"EURYPYLUS"	3rd October Havre, Rotterdam & Liverpool
"TITAN"	10th October Genoa, M'les, L'pool & Glasgow
"PELEUS"	19th October Genoa, Liverpool & Glasgow
"TELAMON"	2nd Nov. Liverpool

PACIFIC SERVICE

	(via Kobe and Yokohama)
"TYNDAREUS"	5th October Victoria, Seattle and Vancouver
"TEUCER"	20th October
"IXION"	12th Nov.

NEW YORK SERVICE

	(via Suez or Panama)
"TYDEUS"	via Panama 24th November.

HOMeward PASSENGER SERVICE

"STENTOR"	8th October for London direct
"TEIRESIAS"	19th October for London direct
"IDOMENEUS"	3rd November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship "CROSSKEYS"

having arrived from Seattle via ports, on Sept. 18th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Sept. 23rd by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 24th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.
Hongkong, 18th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship "WEST MAHOMET"

having arrived from New York via ports, on September 19th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 25th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 27th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Barber Steamship Lines, Inc.
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.
Hongkong, 19th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

S. S. "ICONIUM"

having arrived from Seattle via ports, on 20th Sept. Consignees are hereby notified that their cargo is being landed at their risk into Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on September 25th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 27th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.
THE ADMIRAL LINE.
5th Floor Hotel Mansions.
Hongkong, 20th September, 1920.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON and STRAITS.

The Steamship "BENAVON"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Sept. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 5th October or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Agents.

Hongkong, 21st September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

S. S. "KOREA MARU"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, Wednesday, Sept. 22nd 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday the 29th Sept., 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Friday the 1st September, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI, Manager.

Hongkong, 22nd September, 1920.

NOTICE TO CONSIGNEES.

OCEAN-STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer

"TEIRESIAS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 22nd September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the under-signed on or before the 12th Oct. or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd September, 1920.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOR REPAIRS Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 H.P. to 50 H.P. now in stock also spare parts.

Works ... Tel. K.21.

Manager ... K.329.

Secretary ... K.369.

Harbour Engineer ... K.23.

Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SAMARANG, SOURABAYA, BATAVIA, SINGAPORE & SAIGON.

The Steamship

"GLYMONT"

having arrived on September 23rd from the above-mentioned ports, consignees of cargo are hereby notified that they must take delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the Hazardous Godowns of Frank Waterhouse & Co., Yau-mai Shelter, and stored at consignees' risk.

Consignees must produce an Import Permit before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in Frank Waterhouse & Co's godowns, where they will be examined on Sept. 27th, at 2.30 p.m. by Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the steamer or godowns. Goods remaining undelivered after Sept. 30th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO., Operators U. S. Shipping Board.
Hongkong, 23rd September, 1920.

EMPIRE SURVEY FROM THE AIR.

PHOTOS OF UNEXPLORED REGIONS.

Proposals have been put forward that the whole of the British Empire shall be surveyed from the air.

No joint action has yet been taken, but the overseas Dominions and India are already taking the initiative on their own account.

A Daily Chronicle representative was informed that the authorities have already discussed whether Great Britain shall be re-surveyed from aeroplanes. Serious consideration was given to the proposition, but it was turned down for the present, as not being urgently needed.

SPECIAL MACHINES.

India, however, is to be surveyed in this way. The Martinsyde firm of aircraft manufacturers, which has specialised in building aeroplanes for this class of work, is now executing an order for specially equipped machines to carry out this survey.

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BORNEO	January	Amsterdam & Hamburg	21st Jan.

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Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. Ties, Cook & Son, Booking Agents, Hongkong.

Canada is to be similarly surveyed. The same firm is shipping aeroplanes constructed to the special order of the Dominion Government for the use of the survey parties. They have been fitted up on amphibian lines, and will carry passengers and enough material to serve the needs of the air photographers in long distance.

AIRMEN PHOTOGRAPHERS. "It is well there was a rule that no pilot should be qualified unless he had taken a number of photographs," said an Air Ministry official when discussing a question about the reserves of men able to do this class of work.

"Air photos help map making, and there are many parts of the British Empire as well as of Eastern Europe, which have never been surveyed at all in detail."

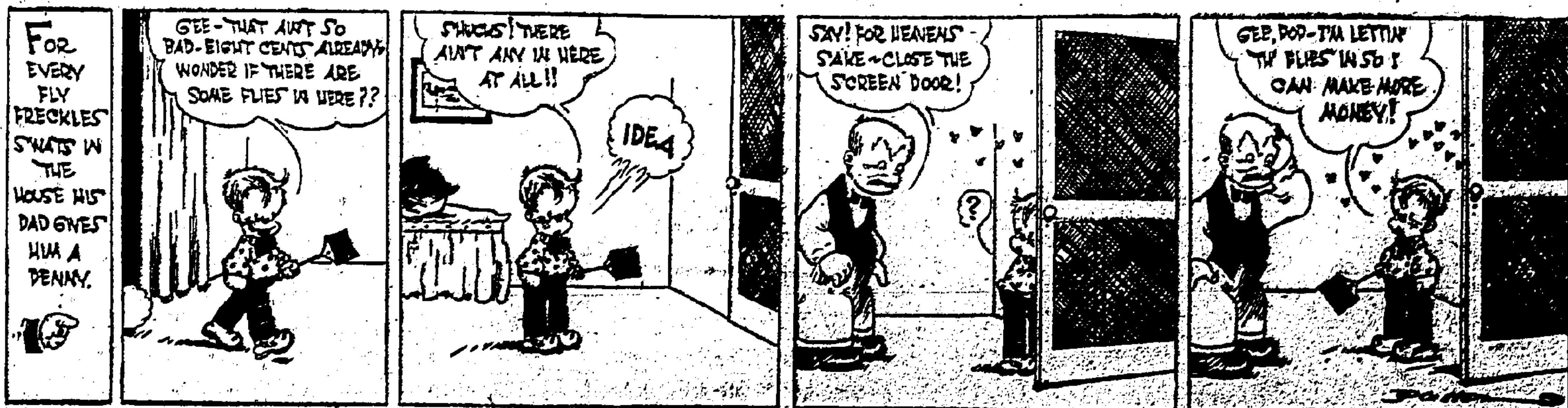
"Forestal areas and rivers in the hinterland of Africa and Asia, as well as very wide areas in Australia, are unsurveyed from the ground because of the primal geographical formations of the country."

"Much exploration work remains to be done in remoter parts of the Empire, and the profession of aerial photographer and surveyor is likely to have a useful future in Government work."

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The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 24, 1920.

A NEW EMPRESS LINER.

Britishers out East have always been proud of the fact that the largest and finest ships plying on the Pacific are those belonging to a British company, the Canadian Pacific Ocean Services, Ltd., and it would seem that this Company is going to retain that proud distinction for some time to come. By the launching of the s.s. Empress of Canada which took place at Home the middle of last month there is added to the Company's Pacific fleet a vessel that in size and luxuriousness outbids even in the two large Empress boats that are so well-known in this Port. Built by the Fairfield Company, this new vessel is the last word in modern shipbuilding. In connection with the launching there were several outstanding features, to which we desire to draw attention.

Not only is the Empress of Canada the largest vessel built by the Fairfield Company, but she will be the largest passenger steamer plying on the Pacific, having a capacity for carrying 500 first-class, 100 second-class, and 240 third-class passengers, and 550 of a crew. She will be another link in the great bond of union which the Canadian Pacific Railway and its associated services forms between British possessions from the Old Country to the Far East. Furthermore, added interest attaches to the launching function because of the nature and the character of the speeches delivered after the launch and at the dinner on board the company's steamer Empress of Britain, which conveyed the guests back to Liverpool. One of these speeches was by Sir Thomas Fisher, one of the newest personalities in the realms of shipping, and who may be said, in a sense, to have made his debut into the larger world of shipping. Equally significant remarks were made by Mr. Alex. M. Kennedy, who has made much history of late in consolidating, strengthening, and building up the great and famous shipbuilding yards on the Clyde and the East Coast. Sir Thomas Fisher was able to tell a fascinating story of the entry of the C. P. R. Company into shipbuilding and its subsequent remarkable progress during the short period of 34 years since the chartering of their first vessel, the sailing ship W. B. Flint. Five years later the Empress boats made their first appearance, and the passenger trade of the North Pacific, one of their later steamers holding the record for the North Pacific passage. Sir Thomas pointed with some pride to the fact that the journey from home to the Far East can be performed in 38 days via the C. P. R. steamship and rail services, compared with 55 days via Suez. But he had a serious note in his speech regarding the very heavy costs of steamers under present day conditions. The new Empress liner will cost no less than £1,700,000, and he gave details showing that the extra cost of a voyage in a typical steamer over pre-war cost was in the neighbourhood of £50,000, which more than justified the higher rates which were demanded from passengers. These rates, though absolutely necessary, were, he said, particularly in the case of emigrants, disastrous, and it meant that communication between the various parts of Greater Britain would be so handicapped as to be a distinct menace to the growth and the solidarity of the Empire. They would militate against providing our overseas dominions with that labour which was so very necessary to keep up the supply of foodstuffs which we found it necessary to import.

The high costs of ship construction, together with the heavy charges incurred in running the steamers, must necessarily modify the policy of Home shipowners in renewing their fleets. Sir Thomas Fisher thought the result would be a greater demand for slower and smaller vessels, fitted with internal combustion engines, as such a combination would get us back nearer than anything he knew to the pre-war position. He had every faith in the internal combustion engine, and believed that within five years we should have large Atlantic passenger liners so fitted. His views regarding the high costs of construction were strongly emphasised by Mr. A. M. Kennedy, who, however, suggested that at least a very large proportion of the difficulties in the way of reducing costs might be met by mutual co-operation between employers and workers. The employers had every sympathy with the men's desires for a higher standard of living, and there was no need for depriving the workers of this, if the latter on their part would only give a corresponding return in the way of a proper amount of production. Only by such means could reasonable economy in construction costs be secured. If the men would give of their best the shipbuilding industry would provide more work for the workers, and hold its own with its competitors. These are sentiments which should surely appeal with great force to the men engaged not only in the shipbuilding industry, but in all walks of life, and it does not need deep thinking to show that it is the one and only remedy for the threatened shortage of work at Home which is even now adding to the ranks of the unemployed.

NOTES & COMMENTS.

PRESS CENSORSHIP.

We feel really sorry for our friends of the *Contest Times*. The latest form of censorship to which this journal is to be subjected, in common with all other Canton papers we presume, is revealed in a paragraph which reads:—"The Press Censors, backed by the Tuchen, will now have to look over the *Contest Times*, from a wanted advertisement to the leading article, before it may go to press." The information is further given that a request by the editor that the censors should call at his office, instead of his submitting the pages to the former, has been refused, and then there is added this pathetic plaint:—"God only knows what will be the next thing to happen. The *Contest Times* will never be able to get all their copies ready and publish them within the three hours allowed." Having been once threatened in Hongkong with a similar form of censorship—though, happily, it never got so far as to amount to an experience—we can sympathise with our contemporary. There are already difficulties enough in the way of producing a paper in the East without having them added to by "outsiders" butting in and dictating to the editor what shall and what shall not appear in print. Fancy having a page all nicely made up in type and then for Mr. Censor to stroll in and calmly order this to be removed or that to be toned down! Surely the lot of the newspaper man is an unhappy one. But we are very thankful for one thing—that Canton is not our home.

BACK AGAIN.

We see it reported that German merchants are beginning to do business in Canton, where there are at present fifteen of these people, apparently employed by different firms, amongst which we notice the well-known names of Jensen and Co., Carlowitz and Co., Carl Boediker and Co., and Reuter, Broekelmann and Co. They are said to be engaged in import and export business, and it is recorded that they are doing well because many Chinese are in need of German goods, especially their dyes and steel articles. If they are really making such good headway as is reported, then they must be very wonderful people, for the present is not a particularly good time for business between Europe and China, and we imagine that the Germans have not nearly the same facilities open to them that traders of other nations have. But what we are particularly interested to know is whether a keen eye is being kept on German competition, actual and incipient, by Britishers and others in South China. We presume the latter are alive to future possibilities and are not making the mistake of discounting German penetration into this market. We don't need to fear Hongkong for a year or two at any rate, because emissaries from the Fatherland are not likely to be allowed here. Still, German goods are coming into the Colony, as we all know. We can only hope that the people who during the war professed their intention of having nothing more to do with the Germans are not numbered amongst the importers.

A PESSIMIST.

One Oswald Spengler has written a book, "The Decline of Western Civilisation," which reviewers regard as noteworthy. He compares the future with the past and declares that the civilisation of western Europe has reached its limit and is about to come to an end. When a civilisation is broken up it means disaster for individuals. Even a railway strike may starve a city. But if disaster overwhelms the civilised peoples of to-day it is their own fault. With scientific agriculture and a world to draw on for supplies, no country need be starved by local famines. The wider civilisation spreads, the less it has to fear from barbarian invasion. The invention of local self-government with a nation diminishes the chance of despotism. In all these respects modern civilisation has an advantage over all those that preceded it. What threatens it most is mutual misunderstanding between its own different nations or classes.

GOLDEN AGE FOR BOYS.

A boy of 16 asked the advice of the Thames magistrate with reference to a dispute with his employer over wages. He explained that his work was cutting ladies' hats, and he received £2 a week. Mr. Wilberforce: Good wages. What do you want—£2 a day?

DAY BY DAY.

DON'T WAIT FOR SOMETHING TO TURN UP, BUT TURN UP YOURSELF.—*Surgeon.*

There was again a clean bill of health in the Colony yesterday.

A photograph of the late Mr. R. O. Hutchison will appear in our Pictorial Supplement tomorrow.

Dr. Fung Kwan Shui, a secretary of the Canton Y.M.C.A., was killed on the evening of September 23 on the East Bund when a match fell during a sudden squall.

On account of the present political situation, the Canton authorities have asked the Ministry of the Navy to send the gunboats Wing Fung and Wing Cheung to guard the Shameen.

The Misses Aileen and Doris Woods are due to-morrow by the s.s. Paul Lecat. Alterations being effected at the City Hall have caused a postponement of their dancing classes, but they will resume at the earliest possible date.

The Captain Superintendent of Police requests us to state that from the 24th inst. in the Eastern District of Victoria, motor vehicles going east, should proceed via Arsenal Street and the Praya, whilst going west they should proceed via Queen's Road East.

A telegram received from Mr. Riccio two or three days ago states that he was compelled to delay his return flight to the Colony on account of a broken propeller sustained whilst making the landing at Haiphong. The damage would require a week's repairs.

Eliza Ann Crispin, at the Police Court, before Mr. G. N. Orme this morning, applied for a separation order against her husband, Charles Robert Crispin, shipwright, on the ground of persistent cruelty on the 1st September and failure to provide reasonable maintenance. The applicant applied also for \$20 per week for her maintenance. The hearing was adjourned until this afternoon, and at the time of going to press the solicitors engaged were conferring with the Magistrate on the matter.

MARINE COURT.

DUMPING COAL IN HARBOUR.

The mistress of a cargo boat was this morning fined \$5 by Commander C. W. Beckwith, R.N., Marine Magistrate, for failing to stop when called upon to do so by a Police Officer in Victoria Harbour yesterday morning, and for depositing about five cwt. of coal into the waters of the Colony without the permission of the Harbour Master.

L. S. Elson said that at 10 a.m. yesterday, whilst he was on duty in the harbour, he saw defendant's sampan making to the shore by the Canton wharf. He called on her to stop, but she took no notice. He saw three people dump five baskets, and arrested the sampan and found a quantity of small coal in the boat.

The defendant said she did not hear the Police.

THE LATE MR. R. O. HUTCHISON.

MEMORIAL SERVICE AT THE CATHEDRAL.

There was a most impressive memorial service for the late Mr. R. O. Hutchison, M.B.E., held at St. John's Cathedral last evening, being attended by numerous friends of the deceased gentleman, including leading members of the official and social life of the Colony. Mrs. R. O. Hutchison (widow) was present, as also were H. E. the Governor and Lady Stubbs, attended by Lieut. McConnell, A.D.C., various heads of Government departments, representatives of the Police and the clerical staff at the Magistracy, members of the Legislative Council and several prominent Chinese residents, as well as well-known business men.

The Cathedral Chaplain (the Rev. V. H. Copley Moyle) conducted the service, the choir also being present. The hymns sung were "Peace, Perfect Peace" and "On the Resurrection Morning," whilst at the close of the service the congregation stood whilst Mr. Penman Fuller played the Dead March.

KOWLOON NOTES.

(BY "THE FERRYMAN").

Since it was mentioned at the annual meeting of the Star Ferry Company that larger ferry-boats would be needed in the near future, very little has been heard of the subject. Probably the matter is being studied in all its aspects by the Company, for it will be a big undertaking and one involving considerable expenditure. Everyone knows what need there is for large boats, for at certain hours of the day the present launches are crowded to overflowing.

One important point in connection with these suggested bigger boats is that if they exceed a certain tonnage, European Officers would be required, which, of course, would greatly increase running expenses. I presume this is fully realised by the Company. If it should so happen that the new boats come within this category, could not the Ordinance be amended so as to exclude ferry services from the operation of this particular requirement? The present Chinese coxswains are most efficient for the work they perform, and really there can be no necessity for the employment of Europeans on this service.

To-morrow looks like being a very full day, provided the weather is on its best behaviour. In Kowloon, there are the 14th Punjab sports, when much inter-regimental rivalry will be displayed; the Wigwam Tennis Club are holding their annual meeting and "at home;" and at night there is the K.C.C. concert. Then, on the Hongkong side, there are the Tennis League matches at the C. R. C., together with the presentation of prizes, in which Kowloon sportsmen are interested. So it'll be a "real busy" day.

Before I leave sporting matters, let me congratulate the Kowloon Bowling Club on winning the League championship. It's many years since the honour came to Kowloon, I believe, and everyone admits that the K. B. G. C. has well merited the distinction. In sport as in other realms, Kowloon has to be seriously reckoned with these days.

K.C.C.'s annual meeting comes off on Wednesday next, and I hear that a most satisfactory state of affairs will be reported. Indeed, the past year has been about the most successful ever experienced, and that the Club's affairs have been admirably managed will be amply shown by the report and accounts. Not only is there no overdraft, but there is a substantial sum in hand. I suppose we shall hear something definite about the projected new pavilion at Wednesday's meeting.

Officials of the K. C. C. and members alike will give a most hearty welcome back to Dr. Forsyth, who, I am glad to hear, is in very much better health than when he went away. He has been one of the pillars of the K.C.C. for many years—a thorough gentleman and a good sport—and we're all glad he is with us once again.

Residents of the peninsula will be glad to know that there is to be a meeting of the Kowloon Residents Association at the Kowloon School on October 4th, which will be open to all Kowloon people. I hear that the future policy of the Association, especially in regard to the coming year's Budget, will be publicly outlined at this meeting, and am sure that anyone who has suggestions to offer in this connection will be heartily welcomed. The idea of letting members and the public know what the Association thinks on current questions is an excellent one.

And whilst mentioning the K.R.A., let me say how gratified Kowloonites are at the prospect of having a motor bus service in the near future. This is a matter in which the Association has long been interesting itself. I hear that the proposed service will be run so as to conveniently link up with the ferries and that the fares are likely to be most reasonable. Wonder if the buses will damage the Kowloon trade? Anyhow, it'll be quite novel to

LOCAL PUBLICATIONS.

A BOOK OF HONGKONG RHYMES.

"E. D. S." has written seven little sets of rhyming verses about Hongkong, and these have now been published under the title "Rhymes of Hongkong." We don't know who "E. D. S." is—whether lady or gentleman, old or young—but we do know that our task of reviewing is not made easy by our desire to be kind. There are two really good little things in the book, the first entitled "Hongkong" and one towards the end—"Ode to a Cockroach." The last-named is easily the best in the book, whilst some of the others leave us not only unmoved but a little credulous as to why some people write for their own amusement. The book, which has been followed by the *China Mail*, is on sale at the local booksellers for 75 cents.

WEATHER RECORDS.

The weather is always an interesting topic, and in Hongkong it is often a serious one as well. If one wants to know anything at all about the weather that has been experienced here from the years 1884-1918 all they now have to do is to procure the book of tables that has just been compiled by Mr. C. W. Jeffries, Chief Assistant of the Royal Observatory, and which is on sale at Messrs. Kelly and Walsh and Messrs. Norton and Co., at the price of 60 cents. No fewer than fifteen tables tell us of barometric pressure, temperatures, vapour tension, the duration of bright sunshine, the rainfall, the percentage of clouded sky, wind direction and wind velocity. There need be no arguments between old residents now, for here are the published records, against which none dare argue. We find that the wettest year on record was 1889 (when 119.71 inches were registered) and the driest 1895 (45.83 inches). The wettest month was May, 1889, when over 48 inches of rain fell; the Colony has experienced several totally dry months; the heaviest rainfall for one day was over 20 inches on May 30, 1889; and the maximum rainfall in one hour was 3.48 in. on July 15, 1886. Such are only a few of the interesting facts that are to be found by anyone interested enough to search for them.

OBITUARY.

THE LATE MR. AU TACK, J. P.

Many of his friends in Hongkong will deeply regret to learn of the death of Mr. Au Tack, an old merchant of this colony. He had not been well for some time and went to Shanghai two months ago for a change, where he died in the Au Chak Man Sanatorium, of which we understand, he was the founder.

In the last fifty years Mr. Au had built up the well-known business known as A. Tack and Co.; but on account of indifferent health he retired from business a few years ago. He was a man of public spirit and supported many of the local charitable institutions. He was one of the first donors of \$10,000 to the Hongkong University and was also one of the promoters of the gigantic scheme of the Kowloon Bay Reclamation. His genial disposition had won him many friends in this Colony and his widow and family have the sincere sympathy of all in their bereavement. We understand his remains will be conveyed to the Colony for burial in about 10 days time.

pop down to the ferry by motor bus, won't it?

But the motor bus is only a means to an end—the opening up of localities in the outlying districts for the building of houses. Let's hope, therefore, that when the service is provided the Government will grant every facility to those willing to build, both in the way of financial assistance and cheap land. It's about time "the small man" got a look-in, anyhow. The big interests have had all the plums so far.

I'm glad to see that good progress is being made with the formation of a Kowloon Patrol of the Boy Scouts. There's to be another recruiting rally on Monday, when it is hoped that more members will be enrolled. Good luck to the movement!

TO-DAY'S MISCELLANY.

That feminine brains are made of the same material as masculine, and are equally adaptable to modern erudition, is being hardly admitted by the alleged brainy sex. Among the latest and most convincing proofs ranks the London University's new Honours List, just published. In the B.A. examination for internal students six ladies and one gentleman passed with honours, while a King's College lady student took the only honours in botany. For the M.A. degree, the ladies carried off four of the five places in English and the only two in Philosophy and in History.

It is in accord with the fitness of things that Sir Archibald Bodkin should succeed the late Sir Charles Mathews as Director of Public Prosecutions, for he has followed in Sir Charles's footsteps ever since 1892. Then a rising young barrister, Mr. Bodkin was appointed junior counsel to the Treasury at the Central Criminal Court, a position which Mr. Mathews vacated to become senior counsel. They were colleagues until 1903, when Sir Charles went to the Treasury as Director. Sir Archibald, who was knighted during the war, has since been senior counsel. With no claim to "brilliant advocacy," Sir Archibald is a sound criminal lawyer of vast experience. He is one of the most unassuming of men, and may often be met on the top of a bus smoking his favourite briar.

Major R. J. McNair, the captain of the British Isles Davis Cup team, makes an appeal to Britain's leading lawn tennis players which will not be made in vain. An interested spectator of the Schools' Lawn Tennis Tournament at Queen's Club Major McNair was gratified to find that the standard of play had shown great improvement, although it was not so high as the standard of juvenile play in other countries, particularly the United States. His appeal, therefore, is to all lawn tennis players of ability to devote a little of their time during these summer holidays to coaching juvenile players who show any natural aptitude for the game. There are a hundred "tips" an old player can give a young player that, when followed, will send his game up enormously. So let the beginners tackle the game in earnest, and remember that the best players have had to learn their game point by point.

The theory of Relativity, with which Einstein has seriously perturbed the scientific world, and which many eminent scientists have confessed they are unable to grasp, badly needs a popular exposition. And a Mr. Eugene Higgins, an American who is resident in Paris, has made it worth the while of some of the few who really understand what it is all about to make it plain to the man in the street. To that end he has put up a prize of £1,000 for the best explanation of Relativity, written so that a person with no pretensions to mathematical ability can get a proper grip of it. The trouble is that only a super-mathematician is qualified to enter the competition, and even the cleverest manipulator of mathematical symbols may find it impossible to tell us what Einstein means in un-mathematical language. However, we hope the prize will be won, and that Mr. Higgins will understand what he pays £1,000 for.

Brasenose College, which has just elected a new Principal in succession to the "best-loved head" in Oxford, Dr. Heberden, is perhaps chiefly famous for its success in athletics, though it has lately fallen from its high estate on the river. In both 1872 and 1873 Brasenose supplied eight men to the University Eleven. But early in the nineteenth century it had a great reputation. In 1809 it supplied the whole of the First Class in the Eastern Classical Examination, three in number. Its famous tutor, Hudson, used to ride "post" into Oxford, because it was not seemly that "the first tutor in the first college in the first University in the first country in the world" should be seen on a coach. And, later, Mark Pattison, hesitating between Oxel and Brasenose, decided against the latter because of its too brilliant reputation. In 1840 or thereabouts the Principal, Dr. Ashurst Gilbert, altered the Sunday dinner hour to prevent undergraduates from attending Newman's sermons at St. Mary's.

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BANDMAN SEASON.

"THE YELLOW TICKET"

Based upon the old-time Russian persecution of the Jews and strongly bringing out the harsh workings of the pre-war Russian secret police, "The Yellow Ticket," which the Bandman Comedy Company produced at the Theatre Royal last evening, is a play that makes a powerful appeal. At Home it has been more than well received, for apart from the intense interest that the play compels, the author, Mr. Michael Morton, has handled his plot with considerable dramatic skill and created a character in Anna Mirrel that will long be remembered.

A rather small but very appreciative audience was treated to a clever presentation last night, the outstanding figure in a strong cast being Miss Beryl Bar. McLaugh, who impersonated the hunted Jewish girl with impelling realism. Throughout the entire play she more than proved what Hongkong theatre-goers already know—that she is an artist of decided ability. Mr. Philip Carlton, as Baron Stepan Andreyeff, Mr. Clive Woods, as Julian Rolfe the English journalist, Miss Nigra Lewis as Margery Seaton, Mr. Carl Lawson as Monsieur Zoubatoff, and Mr. Forbes Russell as Count Nikolai Rostov were the other principals in the play, and they, together with those who sustained the minor parts, all contributed to make "The Yellow Ticket" one of the best plays the Company has yet put on.

This evening "Billeted" is being given.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Bankers' Guild	\$125
Pawn Brokers' Guild	200
Wo Ping Theatre	100
Kan Ue Fong Theatre	50
Cheung Sum Woo	100
Lo Cheuk Wan	100
Chau Cheuk Fan	25
Wong Fa Nung	25
Tong Yat Chuen	25
Tam Pak Shin	25
Mrs. Adam Gibson	20
"Mac"	5
Low	5
Bingham	5
Matthews	50

VOLUNTEER DEFENCE CORPS.

Administrative Orders by Lieut-Col. L. G. Bird, D.S.O., Administrative Commandant.

ARTILLERY COMPANY.

Parades and Lecture.—There will be a parade and lecture on "Gunnery" for the Artillery Company at Volunteer Headquarters on Tuesday, 28th September, at 6 p.m. Dress.—Drill Order.

CADET COMPANY.

Parades.—A general parade of all Cadets and Recruits will be held at Headquarters on Tuesday, 28th September, at 5.30 p.m. Dress.—Drill Order.

Class of Instruction.—A class of instruction for N.C.O.s will be held at Headquarters on Thursday, 30th September, at 5.30 p.m.

Strength.—Cadet H. S. Warten, having left the Colony, is struck off the strength of the Company.

MILITARY SPORT.

STAFF AND DEPTS SPORTS CLUB.

At a meeting of the above Club last evening, the following officials were elected:—

Football team.—Captain, Sgt. Schouler, R.A.P.C.; Vice-Capt., Lce. Cpl. Hopper, R.A.S.C.

Cricket team.—Captain, Lt. Col. Bowen, R.A.P.C.; Vice-Capt., S. Sgt. Hunt, M.P.S.C.

Hockey team.—Captain, Capt. Tomory, R.A.M.C.; Vice-Capt., S. Sgt. Hunt, M.P.S.C.

A trial football match has been arranged with 88th Coy. R.G.A. for Saturday next.

£17,512 LEFT IN WILL OF 26 WORDS.

Sir Owen Edwards, late Chief Inspector of Education for Wales, disposed of an estate of £17,512 in a will of 26 words. It was in the following terms:—"I leave all I possess to my son Ifan and my daughter Haf, to be divided equally between them in any way they may decide on." For a time Sir Owen Edwards represented Merionethshire in Parliament, and he was also a well-known University lecturer. Probate of the will has been granted to the son and daughter.

SCOTTISH FREE CHURCH.

THE KING AND MASS.

A meeting of the Commission of the General Assembly of the Free Church of Scotland was held in Edinburgh recently the Rev. John Macleod, Inverness, in the chair.

Mr. A. Cameron, Edinburgh, reported that the income of the Sustentation Fund for the present year up to 15th July amounted to £9,768. The net increase was £509, 16s., and while the result was encouraging the increase was by no means adequate to the requirements of the Church at the present time.

In view of the near approach of the date on which the country will be called on to vote in connection with the Temperance (Scotland) Act, the Commission made an earnest appeal to all their people to vote for "no licence."

"IDOLATRY OF THE MASS."

The following resolution and petition arising out of a report that His Majesty had recently attended a Requiem Mass in connection with the death of the Ex-Empress Eugenie, was submitted.—The Commission of the General Assembly of the Free Church of Scotland have learned with deep regret that His Most Gracious Majesty the King on a recent occasion attended a Requiem Mass in connection with the death of the Empress Eugenie. The Commission desire to make plain the need for abstinence from such idolatrous functions on the part of the Sovereign of this Protestant realm. In common with all the subjects of the British Empire, they cherish sympathy with fallen greatness, and the sad experiences of the late Empress of the French, but such sentiments should be given expression to without participation in the idolatry of the mass. They respectfully petition His Most Gracious Majesty to desist from recognising in any way the idolatrous practices of the Church of Rome.

"THE PUREST LOYALTY."

Mr. Archibald MacNeillage, Glasgow, in moving the adoption of the resolution, said he knew nothing about it till he saw a similar resolution put forward by another body. Assuming that the facts were true, the necessity for such a resolution and the difficulty of putting it forward were equally great. It was necessary from the nature of the mass, and difficult from the hesitancy which everyone had at showing lack of delicacy or sympathy with a life so tragic as that of the late Empress. It was easy to be carried away with sentiment, but if they were to be true to themselves and the interests of their country they must call attention to what was involved in the recognition under any circumstances by those in authority of the blasphemous idolatry of the mass. These were strong words, but they were words to be found in recognised constitutional documents belonging to the British Empire, and, as an Empire founded on Protestantism, they could not afford to play with fire. Mass and all it stood for was fire. John Knox said he feared one mass more than the French Army. Archbishop Mannix had not been allowed to land in Ireland, for if he had the Government would have been compelled to arrest him, and that at the present juncture would be regarded by the authorities as an extremely serious proceeding in Ireland. If he went to Ireland and were not arrested, the Government would not be administering law equally, for if a man who was not a priest said one half of the things which Mannix had said he would have been arrested at once. A Roman priest was considered safe in the eyes of Catholics because of the powers they credited him with, so that Irish Catholics, in view of that, were right in believing it would be a terrible thing to arrest a priest. To protest against the presence of the King at mass was not disloyal, but it was the purest loyalty to remind the King that the House of Windsor had no title to the British Throne except by virtue of its Protestantism, and the moment they ceased to be Protestants their claim to the Throne ceased. In conclusion, he repeated that the resolution was not animated by lack of sympathy with the tragic story of the ex-Empress. (Applause.)

Mr. Alexander Cameron seconded, and the resolution was adopted.

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Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

Passengers to Europe are strongly advised to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as complicated as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

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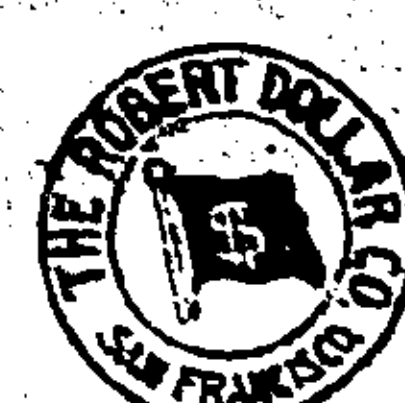
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Atlas M.	O. S. K.	Sept. 29
West Hindrod	S. & D.	Sept. 27
Arabia M.	O. S. K.	Sept. 27
Van Weeswyck J.C.J.L.		Sept. 27
Korea M.	T. K. K.	Sept. 30
Katori M.	N. Y. K.	Sept. 30
Eledin P.	S. T. Co.	Oct. 1
Tosa M.	N. Y. K.	Oct. 1
Changsha	B. & S.	Oct. 1
Hongaria	D. & Co.	Oct. 3
Euryphus	B. & S.	Oct. 3
Tokori M.	N. Y. K.	Oct. 3
Tamba M.	N. Y. K.	Oct. 4
O of Dunkirk	B. L.	Oct. 5
Tyndareus	B. & S.	Oct. 5
St. Albans	P. & O.	Oct. 6
W. Hepburn	R. D. Co.	Oct. 6
Nankin	P. & O.	Oct. 8
Tajima M.	N. Y. K.	Oct. 8
Haam M.	J. C. J. L.	Oct. 8
Stentor	B. & S.	Oct. 8
Harold D.	R. D. Co.	Oct. 9
Maduan	F. W. & Co.	Oct. 10
Titan	B. & S.	Oct. 10
Morioka M.	N. Y. K.	Oct. 12
Helenus	B. & S.	Oct. 12
Vinita	L. A. Co.	Oct. 13
Eldena	P. S. Co.	Oct. 13
Melville D.	R. D. Co.	Oct. 15
Mishima M.	N. Y. K.	Oct. 15
Matoppo	B. L.	Oct. 15
West Ira	R. D. Co.	Oct. 15
Paleus	B. & S.	Oct. 19
Nikko M.	N. Y. K.	Oct. 20
Teucer	B. & S.	Oct. 20
E. of Russia	C. P. O. S.	Oct. 21
Keemun	B. & S.	Oct. 21
Tydeus	B. L.	Oct. 21
Monteagle	C. P. O. S.	Oct. 26
Tenyo M.	T. K. K.	Oct. 26
Dakar M.	N. Y. K.	Oct. 29
Wakasa M.	N. Y. K.	Oct. 29
Jason	B. & S.	Oct. 31
Teiresias	B. & S.	Nov. 3
W. Hixton	L. A. Co.	Nov. 4
Nile	C. M. Co.	Nov. 6
W. Hargrave	A. L.	Nov. 7
Ision	B. & S.	Nov. 13
C. of Naples	B. L.	Nov. 15
Shinyo M.	T. K. K.	Nov. 22
Atrous	B. & S.	Nov. 23

JAPAN, COAST PORTS, ETC.

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Taksang	J. M. Co.	Sept. 24
Kwaisang	D. L. Co.	Sept. 25
W. Henshaw	S. & D.	Sept. 25
Yingchow	B. & S.	Sept. 25
L. Faulk	P. M. Co.	Sept. 26
Kaifong	B. & S.	Sept. 26
Kwongsang	J. M. Co.	Sept. 26
Tjmanook	J. C. J. L.	Sept. 27
Luchow	B. & S.	Sept. 28
Szechuen	B. & S.	Sept. 28
Kirin M.	N. Y. K.	Sept. 28
Kueichow	B. & S.	Sept. 29
Tungshing	J. M. Co.	Sept. 29
Wingsang	J. M. Co.	Sept. 29
Loksang	J. M. Co.	Sept. 29
Cheongshing	J. M. Co.	Sept. 30
Yatshing	J. M. Co.	Sept. 30
Fooksang	J. M. Co.	Sept. 30
Kitano M.	N. Y. K.	Sept. 30
Haiyang	J. C. J. L.	Sept. 30
Sinkiang	B. & S.	Sept. 31
Tomima M.	N. Y. K.	Oct. 3
Yotorofu M.	N. Y. K.	Oct. 7
E. Crown	S. & D.	Oct. 14
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TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

TAMBA MARU ... Monday, 4th Oct., at noon.

MISHIMA MARU ... Friday, 15th Oct., at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU ... Friday, 29th October.

PARIS & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

TOTTORI MARU ... Sunday, 3rd October.

WAKASA MARU ... Friday, 22nd October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 20th Oct., at 11 a.m.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

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SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Sailing from Singapore Beginning of October.

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YETOROFU MARU ... Thursday, 7th October.

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TOMIURA MARU ... Sunday, 3rd October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KIRIN MARU ... Tuesday, 23rd September.

KITANO MARU ... Wednesday, 29th Sept., at 11 a.m.

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For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 10	S.S. VINITA	Oct. 13
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF. Prince's Building, Chater Road, Telephone No. 1062.

BRANCH OFFICE: 112, SHANGHAI, CHAS. E. RICHARDSON, General Agent for South China.

MANILA, SINGAPORE.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	Kwaisang	Sat., 25th Sept. at 3 p.m.
SHANGHAI via Swatow Kwagsang		Sun., 26th Sept. at d'light.
SHANGHAI	Tungshing	Wed., 29th Sept. at d'light.
HOIHOW & Haiphong	Loksang	Wed., 29th Sept. at 8 a.m.
MANILA	Wingsang	Wed., 29th Sept. at 3 p.m.
NEWCHWANG & Tsin	Cheongsing	Thur., 30th Sept. at d'light.
STRAITS & Calcutta	Fooksang	Thur., 30th Sept. at 3 p.m.
KOBE	Yaising	Thur., 30th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Lights & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Dato.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about 25th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "FOOKSANG" will be despatched on or about 30th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
PAEHOI & HAIPHONG	Kalifong	25th Sept. at 9 a.m.
SHANGHAI & TSINGTAO	Yingchow	25th Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	26th Sept. at noon.
SWATOW & SINGAPORE	Chenglu	27th Sept. at 10 a.m.
NEWCHWANG	Hunan	27th Sept. at 4 p.m.
SWATOW & BANGKOK	Luchow	28th Sept. at 10 a.m.
AMOI, SHAI & PUKOW	Szechuen	28th Sept. at 4 p.m.
W'WEI, C'FOO & TIENSIN	Kueichow	29th Sept. at 4 p.m.
SHANGHAI	Sinkiang	30th Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'low. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Sept., 24, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	W. C. Passmore	FRI., 24th Sept. at 2 p.m.
Haiphong	J. S. Thomson	TUES., 28th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier). For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	5th Oct.
"CITY OF DUNKIRK"	via Panama	24th Nov.
"TYDEUS"	via Suez	3rd Dec.
"CITY OF AGRA"	via Suez	20th Dec.
"ROMEO"	via Suez	

* Calls at Boston. Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice. For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG, HONGKONG & CANTON REISS & CO. CANTON.**SHIPPING.****VESSELS ARRIVED.**

The P. and O. KHIVA arrived this morning from Yokohama and Shanghai with 4,000 tons of general merchandise for elsewhere. She brought 65 bags of mails—Mooring A 1.

The LUCHOW arrived yesterday from Bangkok with 900 tons of general merchandise—Mooring C 4.

Coal was delivered here yesterday by the YEITAI MARU (3,648 tons) from Chingwantao, and by the TENKO MARU (1,885 tons) from Keelung—Mooring B 3 and C 33 respectively.

From Saigon the U.S.S.R.'s GLYMONT, operated by the Robert Dollar Co., brought yesterday 1,000 tons of rice. She reports strong easterly wind and sea—Mooring B 10.

CLEARANCES AND DEPARTURES.

The TAISHIN MARU left yesterday at 4 p.m. for Chingwantao with 60 tons.

The KUEIANG departed yesterday at 4 p.m. for Manila and Iloilo with 2,300 tons of general cargo.

The Russian Volunteer Fleet's TOBOLSK left under ballast this morning for Honkoku Bay.

The SURABAYA MARU departed yesterday at 4 p.m. with a through cargo of sugar for Tokyo and Kobe.

The s.s. CHINA left at noon today for San Francisco via Shanghai with a thousand tons of general merchandise.

The TAK SANG departed at 3.30 p.m. today for Manila with 1,500 tons.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd August, and is expected here on the 10th October.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 12th and is due in Hongkong September 25th.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The N. Y. K. s.s. KIRIN M. (Calcutta Line) left Calcutta for this port direct on the 13th Sept. and is expected here on the 27th September.

The I. B. s.s. TANDA left Moji for this Port on the 21st instant at morning and is due here on the 25th inst. at about morning.

The N. Y. K. s.s. TAJIMA M. (American Line) left Kobe for this port via Nagasaki & Shanghai on the 21st September, and is expected here on the 1st Oct.

The R. M. S. EMPRESS OF RUSSIA from Hongkong on the 26th August, arrived at Vancouver on the 13th September.

The R. M. S. MONTEAGLE left Vancouver for Hongkong via Japan ports, Shanghai on the 18th Sept. and is due here on or about the 15th October.

The s.s. MATTAWA, arrived at Shanghai on 23rd September, leaves there 25th September, and is due at Manila on 29th Sept. at noon.

The T. K. K. s.s. SIBERIA M. arrived at Yokohama, on the 21st instant, and sails 24th instant in accordance with schedule, being due at Hongkong October 3rd.

The R. M. S. EMPRESS OF JAPAN, arrived at Yokohama on 23rd September, left there 23rd September, and is due at Vancouver on 6th October.

The N. Y. K. s.s. KITANO M. (European Line) left Singapore for this port on the 23rd Sept. and is expected here on the 28th Sept.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez, on the 20th Sept. and is expected here on the 28th Oct.

The N. Y. K. s.s. TSURUGA M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st Sept. and is expected here on the 6th Nov.

PASSENGERS DEPARTED.

Per s.s. CHINA—Mrs. N. Bayers, Mrs. Carino, Mr. & Mrs. Grogan Francis, Mrs. M. Grogan, Master P. Grogan, Miss A. Grogan, Mr. V. Inconchito, Miss A. V. Johnson, Mr. J. Martin, Miss A. M. McDiell, Mr. Charles Scott, Mr. B. Violette, Mr. J. Wicheil.

Per s.s. MENTOR 22 Sept. Capt. & Mrs. Hooker, Mr. & Mrs. A. Butcher, Mr. W. D. McCollins, Warrant Engineer W. A. Pickett, Mr. & Mrs. J. Strickland, Mr. & Mrs. Platt.

TO-DAY'S PICTURES.



GENERAL PELLE.

The central figure is General Pelle, of the French Army, who has been reorganising the Czecho-Slovak Army.



A RISKY "STUNT."

Picture shows Harry McLaughlin, "the Man Without Nerves," standing on his hands on a chair at the edge of the roof of the Congress Hotel, Chicago, some two hundred feet above the crowd on Michigan Avenue. A 39-mile wind was blowing at the time.



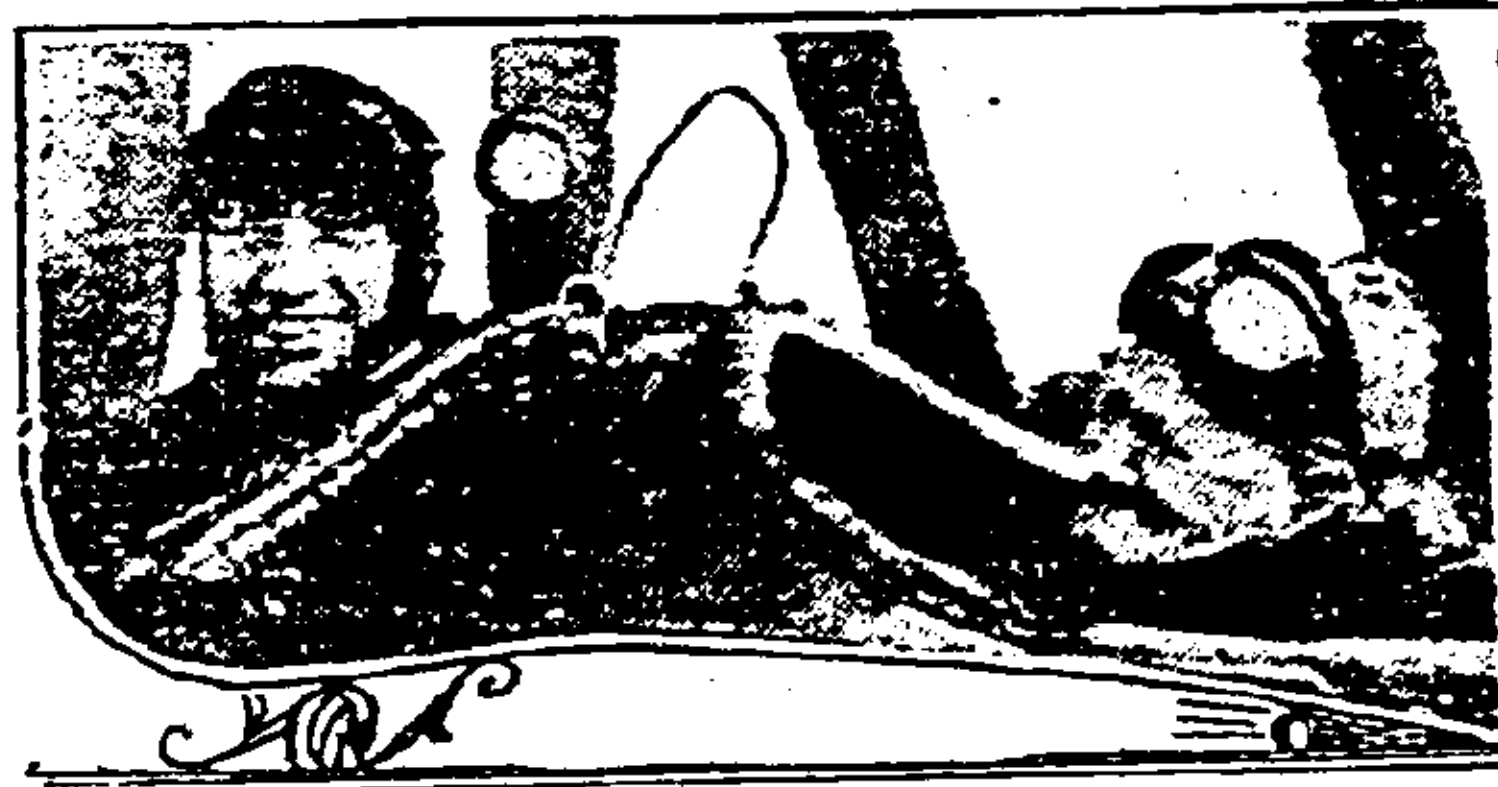
M. KAMENEFF.

who recently conferred with Mr. Lloyd George regarding the Polish armistice.



GERMAN OR POLISH?

There was a holiday in Marienwerder when that city on the Polish-German frontier voted to determine whether it would be a part of Germany or of Poland.



CENTENARIAN'S FLIGHT.

Mrs. Ann Sessions, of Mansfield, England, who is 100 years old, recently made an aerial flight. She is seen above in the aeroplane in which she made the trip.



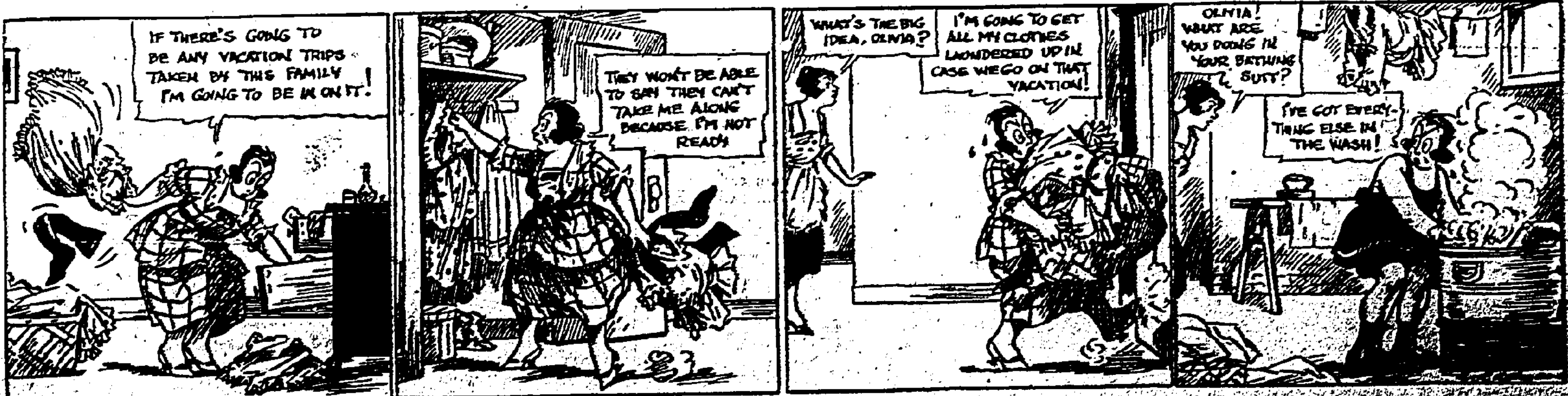
CHANNEL SWIMMER.

Above (centre) is Henry Sullivan, who recently attempted to swim from Dover to Calais. He gave up when 2 1/2 miles from the French coast.

KINGS OF THE DUFFS.

Olivia is Going To Have Everything Ready.

BY ALLMAN.



ENTERTAINMENTS

TEL. No. **CORONET** TR. No.

TO-NIGHT at 5.15 & 9.15 p.m.
EMMY WEHLEN
 IN
"THE OUTSIDER"

THE OUTSIDER
6 parts.
SNUB POLLARD
IN
"TOUGH LUCK"
PATHE'S BRITISH GAZETTE.
7.15 p.m.
THE DOLLY SISTERS IN
"THE MILLION DOLLAR DOLLIES,"
5 acts of Romance and Beauty

HONGKONG THEATRE

TO-NIGHT! _____ **TO-NIGHT!** _____

Triangle Special Programme

H. B. WARNER

in

"SHELL FORTY-THREE"

IN SEVEN PARTS.

NOTICES _____	TO-DAY'S SHAR QUOTATIONS. _____ _____
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MITSUBISHI SHOU
KAISHA. LTD

(MITSUBISHI) TRADING CO. LTD.

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
ARASHIMA, OGUNI, MUTSU, KISHIDA, KINOSHITA, NAGO, KAMAZU, SATO,
MINNEN, CANADA, KAMTAMATA, SIBIA,
and OYUWARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES :— YAGASAKI, KARATSU, WAKAMATSU, MOU, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, TOKOHAMA, TOKYO, HAKODATE, MURORAS, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, SHINGTAO, TSIANSU, HANKOW, HANGHAI, HONGKONG, CANTON, MANILA, SINGAPORE, SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

OFFICIAL PRICES.

Banks

H.K. & S. Banks sa.
East Asia b.

Marine Insurances.

Canton s.
North China n.
Colon n.
Yangtze n.
Far Eastern n.

Fire Insurances.

China Fire n.
H. K. Fire n.

Shipping.

Douglases s.
H.K. Steamboats b. 23 sa.
Indos (Prof.) b.
Indos (Def.) L. R. s.
Shells sa.
Ferreis b.

Webineries.

Sugars b.
Malabons n.

Minio.

Kailas b.
Langkats b.
Shanghai Loans } b. 15 1/2 sa.
Shai Explorations }
Rauba b.

able Address:—"IWASAKISA". Codes:—A1, A.B.C. 5TH ED. Western Union and Bentley.	Tronons b. Ural Caspiane b. Docks, Wharves, Godowns. 8 H.K. Wharves n. K. Docks n. Shai Docks n. N. Engineerings n. Lands, Hotels & Building t Centrals b. H.K. Hotels b. H.K. Lands b. H'phrye Est. b. K'loon Lands b. L. Reclamations n. West Points b. Cotton Mills.
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No. 14, Pedder Street Hongkong.									
TIDE TABLE.									
20th to 25th Sept. 1920.									
Day.	Week.	High Water Mean Time.	Low Water Mean Time.	High Water Mean Time.	Low Water Mean Time.	High Water Mean Time.	Low Water Mean Time.	High Water Mean Time.	Low Water Mean Time.
Mon. 20		11.34	6.57	11.34	6.57	11.34	6.57	11.34	6.57
Tues. 21		11.45	7.07	11.45	7.07	11.45	7.07	11.45	7.07
Wed. 22		11.56	7.18	11.56	7.18	11.56	7.18	11.56	7.18
Thurs. 23		12.07	7.29	12.07	7.29	12.07	7.29	12.07	7.29
Fri. 24		12.18	7.40	12.18	7.40	12.18	7.40	12.18	7.40
Sat. 25		12.29	7.51	12.29	7.51	12.29	7.51	12.29	7.51